

THE REPUBLICAN PARTY.

The idea that the Republican party has about finished its career, and therefore, necessarily is almost extinct, seems to have been a permanent delusion in the skull of the Bourbon, and many who would not face the truth, but would rather believe the false, deceived, and misled, than to see the party, calling itself Democratic, now to console that of our unhappy, deluded fellow-citizens, we will state the primary principle upon which the Republican party was built, so plainly that there can be no excuse for holding wrong opinions about it. Then, the Republican party is a party of progress. It is composed of men (and women) who are capable of growth. People who are incapable, whether they will or not, in the onward and upward career of good and action. What has been that growth, and is well enough for the party. It is the history. But the new development, the more perfect growth of the present, demands the most careful consideration of conditions, suitable, harmonious adjustments. The "good" of the past, but the links of a chain, which followed, had upward to the better and better. The Republican party is organized upon the idea of growth. Its mission has no determination. The duty of the people who compose it, is to complete the work of building a perfect Republic. In the nation, place-hunting, hungry party men of the Democratic party, have been enough in the future to determine what job will be finished, then they have some reliable data upon which to predicate action with a view to meeting the occasion of the dissolution of the Republican party. The youngest of them, the further they can go, and the clearer, the less faith they will have in the realization of their eager and unselfish prospects, and hopes, founded upon such an event, while they remain in the flesh, though they should travel on in this life a score beyond its measured limits.

The Democratic party, like the Megasthenes in the progress of the Republic, when in the early formation of the Republic, when it was in the gristle. It is now properly a body, and interesting only as a specimen of production, of this great nation when it was young. It does not even serve as a weight to steady the motion of the onward moving forces of the nation.

The Kansas City tax-payers are kept in a semi-delirium by their unscrupulous and mal-delic newspapers over the poetic delineations of the future of that undergrowth city. The sad consequence is that they hold an election every four days to vote bonds ostensibly to build railroads, etc., but really to raise money to pay these same newspapers unscrupulous commission, under the pretense that they are expending money for the best of the city.

Let the latter put in their pipes and smoke it, for the tranquillity of their nerves, and as a medicine to restore them to the power of taking care of their own affairs again, Leavenworth is not making a bustle. She is a Kansas City in the State. The commercial metropolis of the State. The franchises of the great railroads that traverse the State are the offerings of the people of Kansas—no Missouri—to the corporations building and running them.

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The average distance driven is about 700 miles. Time consumed in driving, two months. Cost of driving, \$2 per head, exclusive of 20 per cent. risk of stampeding, stealing, etc. Most of the droves are brought from the Indian Territory, on what is known as the "Chisholm trail." Droves are usually made up of equal numbers of grown steers, cows and three, two or one-year-olds. When only beef cattle are brought, the price is put higher—\$12 to \$14 per head.

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They sell in St. Louis and Chicago at an average of 35 cents per pound—often above that, and below that. Several sales were made in Chicago last Saturday, on a dull market, at 5 cents; and a day or two before that, transactions were noted at 5 cents for 1,150 averages.

The freight from Abilene to St. Louis or Chicago ("special rates") is \$6 to \$7 per head. Contracts are made by the car load—a car holding twenty. The freight from Abilene to New York or Boston is nearly four times as much as to St. Louis or Chicago; and there is, in addition, a 20 per cent. transportation risk, growing out of the increased extent of the route, and the greater time consumed in getting to market.

After being "grazed" through the summer, the same cattle are worth 20 per cent. more. Beef cattle, of average flesh, ready for market, are valued at \$25.

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For Lord Lyons himself, Bismarck proposed to send gold and will, and cordially advised him to "get out of Paris while he could." M. J. E. STOUT, of Council Grove, has received the nomination for the Senate of the Republicans of the Fifteenth District. Good again. A first class man.

THE KANSAS CITY. The Kansas City Journal of Commerce wants a full vote for more bonds. It points its argument, encouraging the tax payers to the species of *fo de do*, by enumerating the railroads that terminate at that point. According to its showing, the commercial center of the continent are emptying all the trade of the people of the West. The N. Y. & E., with all its branches running into the Pennsylvania, and the Erie, and the Delaware and Hudson, and all its branches, the Union Pacific, the Southern Pacific, etc., etc., down the list, all terminate at Kansas City. There is

one thing, that public journal, fails to notify its readers about, and that is, the destruction of the records of the Missouri representing the millions voted to build railroads etc. One day not far distant that accumulation of 100 U's, will break the back of that nation. But then, there is one thing illustrating of that city, of its coming tribulation. It is the day, and they have lost. In the meantime, whereon and wherein it is located, where the tax-payers can hide themselves in their hour of humiliation.

THE A. T. & SANTA FE RAILROAD. The Directors of the A. T. & Santa Fe Railroad held a meeting in Boston recently, at which it was determined to build forty miles of road from Emporia west, to the mouth of Doyle creek, and from Topeka to Leavenworth, with a branch connecting with the Central Branch Union Pacific at Atchison. The road from Topeka will be built on the most direct line possible. Of course, it is difficult to inform our readers the location of the line before the stakes for grading are driven. The people in the little town between these two cities will watch the survey with absorbing interest. This news is good news, and it is entirely reliable.

OUR OLD FRIEND. The Reverend Col. Vaughan, has been nominated for Congress by the "Labor Convention," which met at Topeka, Thursday. This is a very proper nomination. The Colonel is a man used to power and knows well how to sympathize with the callous handed workers of the country. While the Colonel appreciates and well understands the idea which furnishes the foundation of this labor movement, he is utterly ignorant of the real facts there in the most direct line possible. Of course, it is difficult to inform our readers the location of the line before the stakes for grading are driven. The people in the little town between these two cities will watch the survey with absorbing interest. This news is good news, and it is entirely reliable.

THE TEXAS CATTLE TRADE. Interesting to Stock Men. The following is a condensed statement of the main facts and features of interest in the Abilene cattle trade, taken from a recent issue published in the Topeka Record, and written evidently by one who knows all about the business. The magnitude of the trade, carried on in a section of the country that was recently an uninhabited waste, is perfectly amazing.

The traffic in Texas cattle has within the last few years assumed a position among the leading interests of the country. The trade here mainly concentrates at Abilene—on the Kansas Pacific Railway, 160 miles west of the Missouri River, 440 miles from St. Louis, and 670 miles from Chicago. Last year, about 60,000 head of cattle were shipped westward from Abilene, within a period of some three months; and about one-third as many more were sent forward from other points in the State.

Already, since June 1st, about 37,000 have been shipped eastward from Abilene alone. There are in the vicinity, for sale, about 35,000 head of ordinary beef and stock cattle, and several thousand cows, calves, yearlings and two-year-olds. The total number of cattle of all kinds, both sold and remaining on hand, at Abilene this year, can hardly be put down at a hundred and fifty thousand.

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THE TELEGRAPH.

TOLEDO.

THE TERMS OFFERED BY FAYRE. Lord Lyons, Sept. 22.—A correspondent of the Toledo Telegraph writes from Toledo, Sept. 22, that Fayre has been offered to other terms by the French Government, and that the French Government has refused to accept them. The French Government has refused to accept them, and the French Government has refused to accept them.

A special correspondent in London, telegraphs the particulars of the preliminary meeting held at Lyons, Sept. 22, between the French and Prussian plenipotentiaries, in the chamber of Commerce. Bismarck received the French Minister with great courtesy and opened the subject of peace negotiations. No result was reached, but, in the course of the discussion, Fayre asserted that the Provisional Government could not Prussia in possession of such much as to make it a condition of peace that she should lose nothing by the efforts after peace, even should the Provisional Government be dissolved. The French plenipotentiary, however, refused to accept this condition, and the meeting ended without any result.

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